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(Nights, Weekends, Holidays) - (504) 589-6225

U.S. Department of
Homeland Security

United States
Coast Guard



8TH DISTRICT LOCAL NOTICE TO MARINERS MISSISSIPPI RIVER SYSTEM WEEKLY SUPPLEMENT

Western Rivers
LIGHT LIST VOLUME V
NOTICE NUMBER 52-04
December 28, 2004

The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplements. The Monthly Edition is published the first week of each month, and Weekly Supplemental Editions are published in the intervening weeks. Weekly Supplemental Editions contain only new information; however, ongoing events/conditions published in Weekly Supplements at times are readvertised in the following Monthly Edition. Light list corrections printed in the Weekly Supplemental Editions are not repeated in Monthly Editions.

The Current Monthly Edition is Notice Number 49-04.

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol. V, 2004 Edition.

CONTENTS: Rivers are listed in alphabetical order and are included only when there is information to report.

NIS WATCHSTANDER PHONE	(703) 313-5900 24-HOURS A DAY
INTERNET ADDRESSES	http://www.navcen.uscg.gov/
ZERO NOTICE INTERNET ADDRESS	http://www.navcen.uscg.gov/
WESTERN RIVERS LNM VIA INTERNET	http://www.navcen.uscg.gov/lnm/d8mrs
WESTERN RIVERS LIGHT LIST VIA INTERNET	http://www.navcen.uscg.gov/pubs/LightLists/V5COMPLETE.pdf
E-MAIL CONTACT TO THE MARINE INFORMATION SECTION	d8marineinfo@d8.uscg.mil

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION			
ORIGINATING UNITS	BEGINNING BNMS	THROUGH	ENDING BNMS
GROUP UPPER MISSISSIPPI RIVER	0667-04 (UM)		0674-04 (UM)
GROUP LOWER MISSISSIPPI RIVER	0374-04 (LM)		0382-04 (LM)
GROUP OHIO VALLEY	0771-04 (OV)		0774-04 (OV)
OB DWRO	0241-04 (OB)		0241-04 (OB)

SPECIAL NOTICES	
LOCAL NOTICE TO MARINERS CONTACT INFORMATION	Our valued customers are welcome to contact us directly regarding contents, inclusion or omissions in this document. Our contact number is (504) 589-6277. Our office hours are 7:00 a.m. to 3:30 p.m. (Central Standard Time). This is YOUR Local Notice to Mariners, take an interest and make a difference. (39-04/D8 40-04 41-04 48-04 49-04 50-04 51-04 52-04)
ILLINOIS WATERWAY AIDS TO NAVIGATION	Floating aids to navigation on the Illinois Waterway between approximate Miles 291.0 and 0.0, should be considered unreliable due to ice. Ice flows render reflective material ineffective, drag buoys off station and sever buoys from their moorings. Areas, which have experienced icing conditions, may have few, if any, buoys remaining. Mariners are urged to use extreme caution when transiting this area. (52-04/0670UM)
MISSOURI RIVER AIDS TO NAVIGATION	Floating aids to navigation on the Missouri River have been removed for the 2004 Navigation Season. Many buoys may still be sighted on the river, during this closure. These buoys should not be used for navigation. Mariners transiting the Missouri River during the non-navigation season are urged to use extreme caution. (37-04/0448UM 39-04/0469UM 41-04/0521UM 43-04 48-04 49-04 50-04 51-04 52-04)
ST. CROIX RIVER AIDS TO NAVIGATION	The buoys between approximate Miles 24.0 and 6.0, have been removed for the 2004-2005 Navigation Season. (43-04/0567UM 48-04 49-04 50-04 51-04 52-04)
KANAWHA RIVER NAVIGATION CHARTS	The 2004 Kanawha River Navigation Charts are available for purchase by Internet from the U.S. Government Online Bookstore http://bookstore.gpo.gov or by calling the Government Printing Office at (202) 512-1800. Payment can be made by check, money order, Visa, MasterCard, Discover/NOVUS, American Express, or Superintendent of Documents Deposit Account. When ordering by Internet, at http://bookstore.gpo.gov , enter "Kanawha River Navigation Charts" in the "Search the Sales Product Catalog" field and click on the "Submit" button. Click on the "Add to Cart" icon and follow the instructions provided. Navigation charts are no longer available for purchase directly from district offices. All charts must be ordered through the U.S. Government Online Bookstore. The 2004 Kanawha River Navigation Charts consists of one book: Mouth to Head of Navigation, Charts 1-26, \$25.00. (40-04/COE 41-04 48-04 49-04 50-04 51-04 52-04)

SPECIAL NOTICES/CONTINUED

LOWER MISSISSIPPI RIVER NAVIGATION CHARTS	<p>The U.S. Army Corps of Engineers Inland Electronic Navigational Chart (IENC) U35LM236, Edition 3, dated December 2, 2004, for the Lower Mississippi River, Baton Rouge, Louisiana to Palmetto Bend (Mile 236.0 to 325.0 Above Head of Passes) is available for download via the U.S. Army Corps of Engineers, Topographic Engineering Centers (TEC) webpage, http://www.tec.army.mil/echarts/index.html. The previous Edition 2 of IENC, U35LM236 April 4, 2004 has been canceled.</p> <p>The point of contact with the New Orleans District is Joaquin Mujica at (504) 862-2245 or Joaquin.Mujica@mvn02.usace.army.mil (51-04/COE 52-04)</p>																																						
WINTER NAVIGATION ON THE OHIO RIVER AND TRIBUTARIES	<p>In the interest of navigation safety on the waterways, users are reminded that navigation during winter months is a hazardous undertaking. Operators are requested to exercise extreme caution during this season and carefully evaluate the makeup and motive power for each tow.</p> <p>ICE CONDITIONS</p> <p>It is common for ice to build up beneath barges navigating the river, causing subsequent grounding in shoal areas. Should this occur, notify the nearest navigation structure as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking downbound there is the threat that build-up of ice under a barge will touch the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation.</p> <p>When ice builds up on the lock walls to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages. In addition, ice at times will prevent the full opening of the lock miter gates. Should this occur, locking may not be permitted until the ice can be removed or the width of the tow is reduced. Navigators should contact the Lockmaster at each facility to verify locking conditions. This practice shall continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation reports daily to keep abreast of the latest conditions. This information can be obtained via the internet from Great Lakes and Ohio River Division's Water Management website at: http://www.lrd-wc.usace.army.mil/text/hunrpt.txt</p> <p>Another occurrence during heavy icing conditions is the freezing of the floating mooring bits in the recesses in the lock walls. In the event the floating bits become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the pool is raised or lowered. Additional lines should be readily available to the deck crew.</p> <p>In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary lock chamber may be used for the passage of ice and may not be available for use by traffic at the following locks:</p> <table><tr><td>Location</td><td>River Mile</td></tr><tr><td>Meldahl Locks</td><td>436.2R</td></tr><tr><td>Greenup Locks</td><td>341.0L</td></tr><tr><td>Robert C. Byrd Locks</td><td>279.2L</td></tr><tr><td>Racine Locks</td><td>237.5L</td></tr><tr><td>Belleville Locks</td><td>203.9R</td></tr><tr><td>Willow Island Locks</td><td>161.7R</td></tr></table> <p>All three locks on the Kanawha River - Winfield (Mile 31.1R), Marmet (Mile 67.7R) and London (Mile 82.8R) have the capability for passage of ice. This is accomplished by using the Roller Flap Dam Gate, unlike the Ohio River where the emergency gates or bulkheads are used in the auxiliary chamber.</p> <p>During heavy ice conditions, experience in the Huntington District indicates that ice jams can most frequently be expected to form on the Ohio River at the following locations:</p> <ul style="list-style-type: none">- Meldahl Dam to Augusta, Kentucky (Mile 436.2 to approximate Mile 429.0)- Manchester Islands Area (Mile 395.2 to Mile 393.5)- Brush Creek Island Area (Mile 388.0 to Mile 387.0)- Scioto River to New Boston, Ohio Area (Mile 356.6 to Mile 352.0)- Racine Dam to Head of Letart Island (Mile 237.5 to Mile 235.0)- Ravenswood, West Virginia, Area (Mile 223.0 to Mile 220.0)- Long Bottom, Ohio, Area (Mile 210.0 to Mile 208.0) <p>Navigators are advised that ice conditions may become severe enough to warrant the closure of navigation on certain reaches of the river. Should conditions so develop, it is imperative that navigators take refuge in safe harbors. Safe refuge from ice may be found for vessels operating on the Ohio and Kanawha Rivers at the Government owned ice piers at the following locations in the Huntington District:</p> <table><tr><td>River Mile</td><td>City</td><td>No. of Piers</td><td>Bank</td></tr><tr><td>251.7</td><td>Middleport, Ohio</td><td>3</td><td>Right</td></tr><tr><td>269.5</td><td>Gallipolis, Ohio</td><td>3</td><td>Right</td></tr><tr><td>408.5</td><td>Maysville, Kentucky</td><td>3</td><td>Left</td></tr><tr><td colspan="4">Kanawha River</td></tr><tr><td>1.3</td><td>Henderson, West Virginia</td><td>1*</td><td>Left</td></tr></table> <p>*Two additional piers at this location are owned by Amherst Industries, Incorporated.</p> <p>The locations of the ice piers are shown on the Ohio and Kanawha River Navigation Charts, Huntington District. Several privately-owned piers are also located along the Ohio and Kanawha Rivers. In addition to the ice piers, safe harborage is afforded in the mouth of the Muskingum, Little Kanawha, Guyandotte, and Big Sandy Rivers. Some of these areas are designated as congested areas on the 2003 Navigation Charts and can only be used for harborage during icing conditions. Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of the streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.</p> <p>(52-04/COE)</p>	Location	River Mile	Meldahl Locks	436.2R	Greenup Locks	341.0L	Robert C. Byrd Locks	279.2L	Racine Locks	237.5L	Belleville Locks	203.9R	Willow Island Locks	161.7R	River Mile	City	No. of Piers	Bank	251.7	Middleport, Ohio	3	Right	269.5	Gallipolis, Ohio	3	Right	408.5	Maysville, Kentucky	3	Left	Kanawha River				1.3	Henderson, West Virginia	1*	Left
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SPECIAL NOTICES/CONTINUED

WINTER NAVIGATION ON THE OHIO RIVER AND TRIBUTARIES CONTINUED	<p>HIGH FLOW CONDITIONS</p> <p>Seasonal high water, normally encountered during late winter and early spring months, increases the problem of maintaining a safe course. Vessel operators are reminded that specific regulations govern the operation of vessels on navigable waters at flood stage. When passing habitations or other structures partially or wholly submerged that are subject to damage from wave actions, vessels shall proceed slowly and keep as far away from such structures as circumstances allow. The Navigation Charts show the elevation of ordinary high water on each sheet, except for the R. C. Byrd Pool. When water level in the river equals or is greater than that elevation, navigators should sail near the published channel line to prevent damage attributable to waves created by the vessel.</p> <p>In the immediate vicinity of navigation structures, it is not uncommon for treacherous out draft currents to develop across the upper lock approaches whenever there are high flows in the river. These currents, coupled with high winds, exert tremendous forces upon large flotillas, especially when empties are in the tow. All operators should carefully evaluate the makeup of each tow and its motive power. Power should be sufficient to counter the adverse conditions that can be expected during a voyage.</p> <p>The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially R. C. Byrd upper approach, may be a contributing factor for the head barge of tows to "dive" as they exit the canal and enter the main channel. Navigators should carefully evaluate their tow configuration giving special attention to the <u>draft and freeboard</u> of their head barges. <u>Extreme caution</u> and good seamanship should be used at all times, particularly when there is more than forty -feet of gate openings on the dam</p> <p>MOORING TOWS</p> <p>Another facet of this season that is of major concern to us is the problem of breakaways. Barges left unattended, whether simply tied to natural objects or moored at terminals and fleeting areas, are subject to being dislodged by strong currents aided by wind, wave-wash from passing tows, ice flows and/or drift. Operators are urged to use extreme care in tying off tows or individual barges, to prevent such occurrences. Three or more lines are recommended, with both the upstream and downstream ends of the tow being made fast.</p> <p>If, under emergency conditions, it becomes necessary to tie off tows along the banks, extreme care should be exercised in selecting trees or other natural objects for mooring. Banks are usually softened by saturation during high water and during spring thaws and rains, and using trees near the water for tie off are poor risks under such conditions. Should the emergency necessitate temporary mooring within ten miles of any navigation dam, especially upstream of one, the Lockmaster will be promptly advised.</p> <p>Again this year, if conditions warrant, Huntington District Emergency Operations Center will be opened and maintained on a round-the-clock basis serving as an information/control center. Daily or as -required aerial flights over the river, supplemented by on-ground patrols, will be utilized to supplement the data obtained from our established field offices, to maintain current river condition data base for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 399-5684 or relay the information through one of the Huntington District navigation projects. (52-04/COE)</p>
ATCHAFALAYA RIVER NAVIGATION CHARTS	<p>The U.S. Army Corps of Engineers Inland Electronic Navigational Charts (IENC) U35AT000 and U35AT046, Edition 3, dated December 2, 2004, covering the Atchafalaya River, Morgan City, Louisiana to Old River/Red River Junction to include the Lower Old River up to the Old River Locks tailbay, (Mile 117 to Mile 0) are available for download via the U.S. Army Corps of Engineers, Topographic Engineering Centers (TEC) webpage, http://www.tec.army.mil/echarts/index.html</p> <p>The previous Edition 2 of IENCs: U35AT000 and U35AT046, dated April 4, 2004 have been canceled. Contents of IENC, U35AT104, have been combined with U35AT046 into one file U35AT046. All previous Editions of U35AT104 have been canceled.</p> <p>The point of contact with the New Orleans District is Beth Nord at (504) 862-1682 or Beth.P.Nord@mvn02.usace.army.mil. (51-04/COE 52-04)</p>
DGPS TEST SIGNALS TOPEKA, KANSAS	<p>The U.S. Coast Guard announces the transmission of test signals from the newly established DGPS Site at Topeka, Kansas. These transmissions are for system test and verification purposes and users are cautioned to not rely on these signals for navigation or safety of life applications at this time.</p> <p>Specifics on the new signal are:</p> <p>Site Name: Topeka, Kansas, Location: 39-02-39.6N 096-02-19.8W, Frequency: 289 KHZ. Baud Rate: 200 BPS, Broadcast Site ID: 765, Reference Station A ID: 202, Reference Station B ID: 203, Anticipated coverage: 375 KM radius around Topeka, Kansas.</p> <p>More information on this site is available at the U.S. Coast Guard Website http://www.navcen.uscg.gov/ Users may direct inquires to the Commanding Officer, U.S. Coast Guard Navigation Center, 7323 Telegraph Road, Alexandria, Virginia 22315 or by calling (703) 313-5900. (46-04/NAVCEN 48-04 49-04 50-04 51-04 52-04)</p>
OHIO RIVER AND TRIBUTARIES HUNTINGTON DISTRICT NOTIFICATION OF SINKING OR SUNKEN VESSELS AND BARGE BREAKAWAYS	<p>Timely notification of sinking or sunken vessels and breakaway barges is a matter of great concern because of the potential danger that could result from unreported cases. Pursuant to Section 7 of the River and Harbor Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33 CFR 207.300) are as follows:</p> <p>"Any accident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The Lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that the Lockmaster can initiate whatever actions may be warranted." "Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards." "Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock." Reporting incidents such as these to other Federal Agencies other than the U. S. Army Corps of Engineers does not fulfill your reporting obligation. (50-04/COE 51-04 52-04)</p>
MISSOURI RIVER DRAWBRIDGES	<p>All Missouri River drawbridges will open on signal if at least 24-hours advance notice is given. Normal operations will resume when the USACE again supports navigation. (50-04/OB 51-04 52-04)</p>
LORAN-C OPERATIONS OFF-AIR PROPOSAL DANA, INDIANA	<p>This is a proposal to authorize LORSTA Dana, Indiana, (Rate 8970-M/9960-Z) off-air time from 1400Z to 2200Z, on January 20, 2005. The alternate time will be from 1400Z to 2200Z, on January 21, 2005. Objections will be considered until 1800Z, January 14, 2005. Users shall address inquiries to Northeastern U.S. Loran-C Chain Operations Control Officer (Lt. L. Bookhammer) at (703) 313-5887. Current Loran-C status is available 24-hours a day via the NAVCEN Website, www.navcen.uscg.gov. (51-04/NAVCEN 52-04)</p>

DISCREPANCIES AND DISCREPANCIES CORRECTED

The rivers are marked with numerous unlisted and unlighted buoys, which are periodically relocated to mark the navigational channel due to changing river conditions. To report Aids to Navigation discrepancies contact the nearest Coast Guard Office.

Coast Guard Group Ohio Valley (800) 253-7465

Coast Guard Group Upper Mississippi River (319) 524-7511 Extension 6

Coast Guard Group Lower Mississippi River (901) 544-3912 Extension 2122

FEDERAL AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
ILLINOIS RIVER	7030	169.9	L/B	DROLLS POINT UPPER LIGHT	TRUB	52-04/0656UM
FEDERAL AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
NONE						
TEMPORARY CHANGES	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
NONE						
TEMPORARY CHANGES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
NONE						
PRIVATE AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
NONE						
PRIVATE AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNMBNM
NONE						

PROPOSED CHANGES IN AIDS TO NAVIGATION

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
None					

ADVANCED CHANGES IN AIDS TO NAVIGATION

The following aid to navigation changes will be made in the Spring 2005.

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
MISSOURI RIVER	20920	104.8	RDB	Missouri River Gasconade River Upper LT	FL G 4 sec to FL W 4 sec

GENERAL INFORMATION

BLACKWARRIOR AND TOMBIGBEE RIVERS	MILE 399.1 RIVER CLOSURE	On January 14, 2005, Bonner Construction Company will install a 20-inch pipeline across the waterway in the vicinity of Mile 399.1, Mulberry Fork. The closure of the waterway will commence at 7:00 a.m. and will last approximately 24-hours. The Alabama Maine Police will be on-scene with a safety vessel during the closure. Mariners are urged to use extreme caution in this area. (52-04/COE)
ILLINOIS WATERWAY	MILE 179.0 – MILE 169.9 COTP ADVISORY	The COTP St. Louis, Missouri, has issued the following advisory: Mariners are advised to avoid meeting or passing situations on Peoria Lake, between Miles 179.0 and 169.9. This is to ensure the integrity of the existing ice trail across Peoria Lake to aid in safe navigation. (52-04/0673UM)
	MILE 173.0 CHANNEL CONDITION	Shoaling has been reported in the vicinity of Mile 173.0. A M/V reportedly grounded at this location with a 3 foot 6 inch draft with the Peoria L/D Upper Gauge at 442.81 on December 21, 2004. The area has reportedly been marked with an unlighted buoy. Mariners are urged to use extreme caution in this area. (52-04/0671UM)
KANAWHA RIVER	MILE 79.2 SUNKEN VESSEL	A barge has been reported sunk in the vicinity of Mile 79.2, approximately 150-175 feet from the LDB. The barge is reportedly at the lower end of a fleeting area and is reportedly marked with florescent-lighted buoys. (52-04/D8)
LOWER MISSISSIPPI RIVER	MILE 736.0 MARINE EVENT	On January 1, 2005, from 9:00 a.m. to 3:00 p.m., the 28 th annual Ski Freeze will be held in the Wolf River Chute, vicinity of Mile 736.0, Memphis, Tennessee. Mariners are urged to exercise extreme caution when transiting the area during this event. (52-04/0382LM)
UPPER MISSISSIPPI RIVER	MILE 313.5 CHANNEL CONDITION	Shoaling has been reported in the vicinity of Mile 31.5, mid-channel. A M/V reportedly bumped bottom at this location with a 9 foot draft with the L/D 22 Upper Gauge at 13.06 on December 22, 2004. Mariners are urged to use extreme caution in this area. (52-04/0668UM)
OHIO RIVER	MILE 0.0 SUNKEN VESSEL UPDATE	A tug previously reported sunk in the vicinity of Mile 0.0, immediately outboard of a fleeting area, has reportedly been recovered. (38-04/OV 40-04 44-04 49-04 52-04)
RED RIVER	MILE 76.0 – MILE 73.0 COTP SAFETY ZONE	The COTP New Orleans has established a Safety Zone from Mile 76.0 to Mile 73.0. Vessels are prohibited from entering this Safety Zone unless they have been granted permission by the COTP New Orleans, Louisiana. Failure to comply with this Safety Zone will subject persons to a civil penalty of up to \$32,500. Willful violation of this order may be punishable by a fine of not more than \$50,000 or imprisonment for not more than 5 years, or both. (50-04/0368LM 51-04/0375LM 52-04/0377LM)
TENNESSEE RIVER	MILE 66.0 SALVAGE OPERATIONS	Salvage operations to recover a sunken tug, have been completed in the vicinity of Mile 66.0. (50-04/0739OV 51-04/0767OV 52-04/OV)

CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 2004 EDITION.

(* Denotes the column in which a correction has been made or new information added.)

(1) <u>No.</u>	(2) <u>Name and Location</u>	(3) <u>Mile</u>	(4) <u>Bank</u>	(5) <u>Characteristic</u>	(6) <u>Structure/Daymark</u>		(7) <u>Remarks</u>	<u>LNM</u>
					<u>Up</u>	<u>Down</u>		
12188	Lexington Avenue 35E Bridge	843.3					Clearances: Horizontal 323.5 feet; vertical 59.35 feet above normal pool.	
*	*	*	*	*	*	*	*	(52-04)
12190	Lexington Avenue Bridge						Remove from list.	
							*	(52-04)

ENCLOSURES

None